

TWO-HUNDRED MILE RIDE ON HORSEBACK

Record Established in 1831
by "Squire" Osbaldeston.

TAKES LESS THAN NINE HOURS

Twenty-eight Horses Used, Some Several Times—Each Relay of Four Miles Made in Approximately Nine Minutes—Weather Unfavorable—Wins Bet of 1,000 to 1.

These are record-breaking days among man, beast, and machine. Athletic records are being broken on every hand. Lemberg broke all records in the Derby, while the long-distance exploits of Paulhan, Currier, and Hamilton are too recent to require comment. All these call to memory one of the first and one of the greatest sporting records made over a distance in England more than three-quarters of a century ago, says the Boston Transcript. This was accomplished on Saturday, November 3, 1831, when George (Squire) Osbaldeston rode 200 miles on horseback in eight hours and forty-two minutes. This included fifty stoppages and a quarter of an hour's interval for refreshments. The ride was made on the Newmarket round course and was for a bet of 1,000 guineas.

This famous ride was taken by Squire Osbaldeston, a well-known horseman, by Gen. Charlie that Mr. Osbaldeston could not perform the distance on horseback in ten hours, the number of horses to be unlimited. Many bets of considerable amounts also were made, one man betting 1,000 to 1 that the squire could not accomplish his task in nine hours.

Weather Is Unfavorable.

On the day of the race the weather was very unfavorable, it being stormy and showery for the greater part of the time during which the contest was decided. Mr. Osbaldeston started at 7 o'clock in the morning, and, riding at 157 pounds, saddle and bridle included, he took the full round course of four miles at each lap. Fifty times he circled it and as many times he changed horses. Following is the official list of the horses he rode and the times they each took to cover the lap of four miles:

Lap.	Horse.	Minutes.	Seconds.
1	Emma	9	0
2	Parade	9	10
3	Liberty	9	20
4	Coronet	9	30
5	Osberton	9	40
6	Don Juan	9	50
7	Morgan Rattler	10	00
8	Parade (second time)	9	10
9	Coronet Ball	9	20
10	Clasher	9	30
11	Osberton	9	40
12	Parade	9	50
13	Coronet	10	00
14	Liberty	10	10
15	Emma	10	20
16	Don Juan	10	30
17	Osberton	10	40
18	Parade	10	50
19	Coronet	11	00
20	Liberty	11	10
21	Emma	11	20
22	Don Juan	11	30
23	Osberton	11	40
24	Parade	11	50
25	Coronet	12	00
26	Liberty	12	10
27	Emma	12	20
28	Don Juan	12	30
29	Osberton	12	40
30	Parade	12	50
31	Coronet	13	00
32	Liberty	13	10
33	Emma	13	20
34	Don Juan	13	30
35	Osberton	13	40
36	Parade	13	50
37	Coronet	14	00
38	Liberty	14	10
39	Emma	14	20
40	Don Juan	14	30
41	Osberton	14	40
42	Parade	14	50
43	Coronet	15	00
44	Liberty	15	10
45	Emma	15	20
46	Don Juan	15	30
47	Osberton	15	40
48	Parade	15	50
49	Coronet	16	00
50	Liberty	16	10
51	Emma	16	20
52	Don Juan	16	30
53	Osberton	16	40
54	Parade	16	50
55	Coronet	17	00
56	Liberty	17	10
57	Emma	17	20
58	Don Juan	17	30
59	Osberton	17	40
60	Parade	17	50
61	Coronet	18	00
62	Liberty	18	10
63	Emma	18	20
64	Don Juan	18	30
65	Osberton	18	40
66	Parade	18	50
67	Coronet	19	00
68	Liberty	19	10
69	Emma	19	20
70	Don Juan	19	30
71	Osberton	19	40
72	Parade	19	50
73	Coronet	20	00
74	Liberty	20	10
75	Emma	20	20
76	Don Juan	20	30
77	Osberton	20	40
78	Parade	20	50
79	Coronet	21	00
80	Liberty	21	10
81	Emma	21	20
82	Don Juan	21	30
83	Osberton	21	40
84	Parade	21	50
85	Coronet	22	00
86	Liberty	22	10
87	Emma	22	20
88	Don Juan	22	30
89	Osberton	22	40
90	Parade	22	50
91	Coronet	23	00
92	Liberty	23	10
93	Emma	23	20
94	Don Juan	23	30
95	Osberton	23	40
96	Parade	23	50
97	Coronet	24	00
98	Liberty	24	10
99	Emma	24	20
100	Don Juan	24	30

A study of these figures reveals the fact that the horse Tranby was the pick of the lot, his four laps being as follows: 1:10, 1:09, 1:08, and 1:07. On the other hand, Ivy Solomon was the worst of the lot, and had all been like him the race probably would have been lost. He whipped around and Mr. Osbaldeston had to dismount. He went the course finally in 12 minutes.

Trains for the Event.
When he accomplished his historic feat "Squire" Osbaldeston was forty-five years of age. His training for it consisted of riding sixty-five miles each morning in two and a half hours and walking after partridges the rest of the day to harden his muscles. He had twenty-eight horses at his disposal and covered the first 100 miles in a little less than four hours and twenty minutes. Then he rested for fifteen minutes, refreshing himself with cold partridge and a glass of sherry.

The whole distance was ridden in 7:19:4, the rest of the time being spent in stoppages to mount and dismount. Mr. Osbaldeston not only won his 1,000 guineas from Gen. Charlie, but had eighteen minutes to spare on his nine-hour bet and so won another 1,000 guineas. Then he won countless other small bets. John Gully, his friend, also won a small fortune in bets.

It is possible that the "Squire's" best horse, Tranby, may have been the son of Blacklock, from an Arville mare, sent to Virginia in February, 1830.

Who Named Pennsylvania?

From the Philadelphia Public Ledger.
In connection with a recent sale in England of the letters of William Blathwayt, a correspondent of the London Daily News makes the interesting assertion that Blathwayt, and not William Penn, selected the name for the commonwealth which he founded in the New World. According to this authority, when William Penn applied to Charles II. for permission to name his new colony after the King, Blathwayt, who was in attendance on his majesty, being a staunch Tory and high churchman, vigorously objected. "No, your Majesty," said he, "let the Quaker call it after himself," and Pennsylvania accordingly it was named. Secretary of state though he was, Blathwayt must have been an old shrewd character for he contrived to obtain the good opinion of both Penn and Evelyn at one and the same time, but he played not fair to the Stuart cause. "He crossed, I believe, with James to Dublin, and probably joined in the Irish jig with O'Flynn and the Lady Benedetta at Dublin Castle, and then apparently he went straight back and espoused the cause of William."

Both Belonged.

From Everybody's Magazine.

Mark Twain says that he has always taken woman's part.

"For instance," he relates, "I once strongly reprimanded a woman out in Hannibal, Mo. Here was the occasion: 'So this is a little girl, eh? I had said to her as she displayed her children to me. And this sturdy little urchin in the bib belongs, I suppose, to the contrary sex?'"

"Yassah," the woman replied. Yassah, that's a girl, too!"

MELTED WOOD.

A New Material with Promise of Great Usefulness.

It is now possible to melt wood by heating it in a vacuum, producing a hard homogeneous substance that apparently has an industrial future before it. The history and present status of the process are given by Francis Marre in La Nature. To melt wood "appears at first sight to be an impossibility," he remarks, but it is in fact possible and practicable. Melted wood has been hitherto only a laboratory curiosity, but it may well be that industry shall presently discover practical applications of the greatest interest. He continues: "Although wood is eminently inflammable, it melts at a relatively low temperature, but in very precise conditions, and only when it is absolutely removed from contact with oxygen, so that its combustion is impossible. This may be understood when we remember what its composition is. When its immediately soluble constituents have been removed by means of alcohol, for instance, it gives on analysis, organic acids, water, oily essences, silicates, sulphates, phosphates, chlorides, and hydrocarbons of lime, potash, soda, and magnesia, carbonic acid, carbonated hydrogen, &c.—that is to say, solely bodies susceptible of being evaporated or dissolved after having been operated by chemical affinity in the formation of determinate substances.

"Starting from these data, Messrs. Bionard and Lenoir, the former an electric engineer, the second a printer, studied in 1831 the problem of the fusion of wood, and after a year of investigation succeeded in producing a sample of melted wood which, although obtained without special apparatus, still had remarkable peculiarities. The details of the process are not exactly known; they operated in a closed vessel at a relatively low temperature—that is about all that we can gather from the technical journals of the period.

"But their work has been taken up by others, and now there is a full operative technic that enables us easily to obtain excellent results. A metal receiver, a sort of boiler having a double bottom through which superheated steam passes, is filled with bits of wood; it is closed by a lid fitted with a tube and stopcock communicating with an apparatus for exhausted air. . . . When the wood thus kept in a vacuum is heated above 284 degrees F. the water and the volatile substances are given off first, and are drawn off by means of the exhausting apparatus, after which the heating is continued for about three hours.

There then takes place a complex series of reactions and phenomena analogous to those that accompany the distillation of wood in a closed vessel, and in this way all the so-called pyrogenous products are separated; these in turn are drawn off, condensed, and separated, so that they may be utilized commercially. There then remains in the receptacle only the fibrous skeleton of the wood and the mineral salts, which, taken together, constitute a fusible mass.

"This is allowed to cool slowly, out of contact with the air, and then placed in a second boiler which, after the air has been exhausted, is filled with nitrogen under a pressure of 1.5 to 2 atmospheres.

"The whole is heated to 1,500 degrees Fahrenheit for two hours, and at the end of this time the wood is melted into a homogeneous hard mass.

"The melting process may also be performed, we are told, without drawing off the distilled products, resulting in about two hours in the formation of a solid amorphous mass of fused wood. Melted wood, the writer goes on to say, has an undoubted industrial future, as it has a fine grain, takes a high polish, and is hard and resistant. It takes printing ink readily and may be cleaned with potash, soda, or turpentine.

THE PRAYER OF OLE VIRGINIA.

Jehovah Lord! end the deep sleep of him we love; his soul, Lord, keep home yet a long, long while, we pray; Now lengthen as Thou canst, his day.

We love him, Lord. Heal him, we pray. Daniel asleep! still great his part! Asleep! he stirs Virginia's heart! Not one who loves him, gentleman! In every heart a prayer is heard; Each day ascends, in reverent word; Let him be spared to us, oh Lord!

Virginia watches! Sore distressed, In every task "He did his best." "Asleep! he stirs Virginia's heart! Not one who loves him, gentleman! In every heart a prayer is heard; Each day ascends, in reverent word; Let him be spared to us, oh Lord!"

THE ANSWER.
The Father's answer, remember this: "Come unto me and rest; Lay down, thou weary one, lay down; Thy head upon my breast."

CAROLINE WARWICK HICKS.



The Automobile Club is becoming actively interested in furthering the interests of motorists. Great activity prevails among the members of the club at the present time, and much has been accomplished in preventing legislation deemed to be detrimental to the interest of the motorist.

Mr. Claude E. Miller, of the firm of Miller Brothers, states that the club has just been divided into two divisions, with a captain at the head of each, for the purpose of stimulating competition in securing new members. Excellent results have already been attained, a number of new members having been elected, and the club intends to become a factor in looking after and protecting the interests of every owner or operator of automobiles.

To be effective the club feels that its membership should be enlarged, and it proposes to offer inducements to every member by making available to its members legal advice, which shall be given without cost, and which will be prepared to undertake the defense of any of its members who may need such assistance as a result of certain fines or arrests.

The club will further add to its comfortable quarters a number of amusements and pleasures, such as bill-climbing contests, smokers, and lectures at the club house, and in other ways add to the pleasure and comfort of its members, and will always have in view the welfare and interest of each individual member.

"The automobile," says C. F. Clarkson, general manager of the Society of Automobile Engineers, "has helped concretely to solve the problem of congestion in cities and to make feasible better and cheaper residences in the country. In the serious menace of the past few years of the surprising and undesirable growth of city population over country population, the automobile is greatly helping to avert a most important question. Far from being against the public welfare, it has in every respect invigorated and insured public prosperity. It has added new hours of opportunity to every business man's day, contributed to the enjoyment and happiness of his family, and by the creation of a great new industry furnished fresh employment to hundreds of thousands of workmen and many thousands of business men. Instead of encouraging extravagance among those who are not wealthy, it has more often taught those who had not the money to buy a machine to economize and save to that end. We hear no outcry from the illustrious antagonists of the motor car directed against the expenditure of hundreds of millions of dollars annually for unnecessary clothes, for tobacco, for intoxicating liquors, and for other human habits. It is obvious that here there is a most important question for the exercise of relative economy."

"That the motor car of to-day is a dividend payer to the community is probably a new idea to most people. Nearly two-thirds of the owners of moderate-priced cars are saving money simply by the use of their cars. In a long list of owners of Hudson cars put out this year it is found that about 20 per cent of them are being used where they show a very direct return for the money invested. In other words, they have supplanted the horse and buggy or the railroad train for the use of salesmen, doctors, real estate dealers, and the representatives of large industries and public service corporations. These men find it necessary to cover a large mileage daily, visiting many different points.

Many motorists are planning a week-end extending over the Fourth of July. Others are planning more extensive trips, and many others have already departed. Among those who are about to leave or who have been fortunate enough to get away before the present hot weather, are Mr. Mason Richardson and wife, who will spend the summer in touring Maine.

Dr. T. L. MacDonald, accompanied by his family, will also spend part of the summer touring among the hills of that State.

Dr. S. H. Green and his family will shortly leave for Vermont, where they will enjoy a long tour in the State.

Hon. Albert Douglas, member of Congress from Ohio, is touring the Northeastern States, and will return later to Ohio to spend the remainder of the

warm months. Another who has found the Northeastern States attractive is Mr. Charles Henry Butler, who left this city a week or more ago.

Mr. H. E. Sands, who, like the others mentioned, is also the owner of an "E-M-F" 30, has just returned to the city after completing a journey embracing 1,000 miles.

Mr. W. C. Long reports the sale and delivery of an "E-M-F" to Mr. Theodore Michael and Mr. A. Shaper; also a Flanders "29" to Dr. E. D. Thompson.

The Cook & Stoddard Co., which, since October, 1906, has conducted a sales company and garage at Twenty-second and P streets northwest, and which, prior to that time, operated its business at 1028 Connecticut avenue, has recently transferred its entire garage business to Mr. J. J. Bartram, who for the past six years has been identified with the company.

The business of Cook & Stoddard will be exclusively conducted as a sales company, and will maintain a first-class repair shop in conjunction with the sales department for the repair and handling of the cars of their customers. The business will be carried on in their new offices, at 1212 H street northwest.

Mr. Bartram has rented the Atlas garage, at 1204 New Hampshire avenue, and will conduct the business for electric vehicles exclusively. Possession of his new quarters was taken on July 1.

A motor company in Philadelphia has rented an old colonial mansion near that city for the summer and converted it into a clubhouse for automobilists.

Mr. C. L. Simmons has associated himself with the Lutz Motor Company, and has started on an extended trip throughout the South and West. He is a familiar figure in Eastern trade circles and one of the best known salesmen in the New York automobile district, having been connected with the National Battery Company, and lately with the Stewart & Clark Manufacturing Company.

Last week S. C. Igou, factory superintendent of the Moon Company, went out on a ninety-five-mile run in Illinois without a starting crank, and came back without needing one, although the motor was stopped several times. When he was about to start with a new car he found that the crank had not been pinned on. On the way he encountered mud and water of the kind that Illinois roads offer after rain, but did not once need the crank that had been left behind.

Mr. Bernard L. Grove and a party of friends left Washington Saturday morning for a hunting and fishing trip to Southern Maryland. The trip was made in an Elmore car, and will terminate after the Fourth, when the party expects to return.

Mr. C. E. Myers, local agent for the Elmore, reports sales and deliveries to F. J. Solan, Central Oil Company, and J. L. Parsons. All of the cars purchased were of the 30 model.

Mr. Charles W. Bender, accompanied by his wife, will leave the city for Benedict, Md., in their Buick car, and will, doubtless, enjoy a trip of several days, when they expect to return.

A drive to the summit of Big Savage, a mountain near Cumberland, Md., the road up which is said to afford one of the severest tests for motor cars in this country, was recently accomplished by A. E. Gibson with a Franklin automobile. The round trip of twenty-eight miles was made on one and one-half gallons of gasoline, despite the road difficulties, which is an average of nineteen miles per gallon. Only one pint of oil was used. Although high speed requires a greater amount of fuel than low speed the journey was made in forty-eight minutes.

Harry Grant has been unable to resist the temptation of the Cobe trophy, and has entered the race for it to be held on the Indianapolis speedway July 4. He will drive the six-cylinder Alco, with which he won the Vanderbilt cup last October.

As was predicted by the experts, Ralph De Palma, the track champion, hill-climb champion, and all-round speed deroval, "cleaned up" at Port Jefferson, Long

Island, last Saturday. He made a delightfully sensational ascent in the free-for-all, which caused well Belle Terre society and Long Island farmers from miles around to hold their breath, when he set the record for the 2,000-foot 12 per cent grade at 39.48-100 seconds—the fastest time of the day. While less torturing, it was no less sensational than his record-breaking Wingham performance.

De Palma hitting the turns in the Port Jefferson course with his 290-horsepower Mephistopheles at terrific speed, which caused women spectators to scream for fear he seemed to fly, as he slid.

His start in the high-powered racer was most remarkable. The right wheels of his car were on the oiled portion of the road and the left side on dry dirt. As a result, when the car started it gave a spectacular skid, which would have been the finish of many less skilful drivers. De Palma, however, righted his car, and shot up the incline like a sixteen-inch shell. It is known that this car is a terror to handle on turns, and when Ralph, thundering along, struck the last one and threw up a few acres of dirt in his terrific skid, for an instant a catastrophe seemed inevitable, but within the next second he was across the wire, cheered to the echo.

Daniel Levy, O. C. Brown, and Louis Kann are among the recent purchasers of Washington touring cars. Mr. Kann's machine is finished in red leather. William Kennedy and Ben Schwartz also have new Washington cars, finished in Portland amber.

George W. Wells, local agent for the Warren-Detroit, left Washington last Sunday at 10 o'clock and entertained as his guests on a trip to Frederick Mr. and Mrs. Tully and daughter, Freda, of this city. The roads, which were in very fair condition, added to the pleasure of the trip. The party arrived in Frederick about 12:30, making the run in about two and one-half hours. After taking dinner at Frederick the return trip was made leisurely, Washington being reached at 5 o'clock.

The summer meeting of the Society of Automobile Engineers will be held in Detroit July 23, 24, and 25.

For about a week the Flanders "29" Under Three Flags automobile has been engaged in testing the merits of two famous national highways, built in the days when the country was new and transportation of families and household effects by wagon was the standard method. Away back in Canada the crew began hearing about the great national road built by the government of the United States, from Pittsburgh to St. Louis. It was said to be simply a dream. The tourists began to look forward to it as a sort of aviation arena.

There was heard about the road in Detroit and Toledo. But as the car approached it at the rate of 100 miles a day over the excellent gravel of Ohio and Indiana the enthusiasm of the road experts seemed to wane. When the road was actually encountered on the run between Indianapolis and St. Louis it was found to be only a very poorly kept up highway, spots of gravel alternating with sand and clay. Near St. Louis, it was in such shape that had the weather been wet it would have been well-nigh impassable.

Not once into St. Louis there stretched ahead, somewhere in the West, that historic highway over which passed hundreds of thousands of emigrants, who, fifty years ago, began streaming toward the setting sun, to people the great domain beyond. The old "Wagon road," they called it in St. Louis, because the government had followed its establishment by making it the route of the first telegraph line, which passed through the west. Just where it began and how it could be reached was something regarding which St. Louis was a bit vague. In fact, nobody could be found who had ever traced it in a single automobile or otherwise. No road map was available, either.

The tourists left St. Louis one afternoon about 5 o'clock by the best street available, and Brucke showed Meininger the setting sun.

"There she is, George; chase it," was the only road direction at hand. "Somewhere out there is the old Springfield road; we want to find it."

The car made sixty miles to Union that night, and there was found a liveryman who had been over the road as far as Arlington several years before. On his information the tourists entered the Ozarks. At Sullivan the road began to grow very rough. At Rolla the steep hills began to appear. At Arlington and Jerome a motor car had never been seen, and cliffs, ruts, stumps, and washouts formed incessant road perils, while the climbing in some places would have puzzled anything less active than a squirrel. At Dixon it was farewell to bridges. At Lebanon nobody could be found who knew a practicable route to Sleeper, the next town. And alive the creeks grew deeper, the hills steeper, and the rocks bigger. Mountain families heard of the approach of the car and herded indoors, terror-stricken. Road directions were limited to the old government telegraph line, which still remains, the monument of the once famous highway. These conditions prevailed to within a dozen miles of Springfield.

The old "wire road" is a thing of the past. Where it has not been fenced in as a part of a neighboring farm—it's a great country for semi-wild hogs and steers—it has been so washed out by the rains of the years that there no longer remains any cushion whatever for the bed rock that forms the basic material for the whole country. Often it is grown up to brush, and wide detours are necessary before the inevitable two-armed poles that mark the general course again appear.

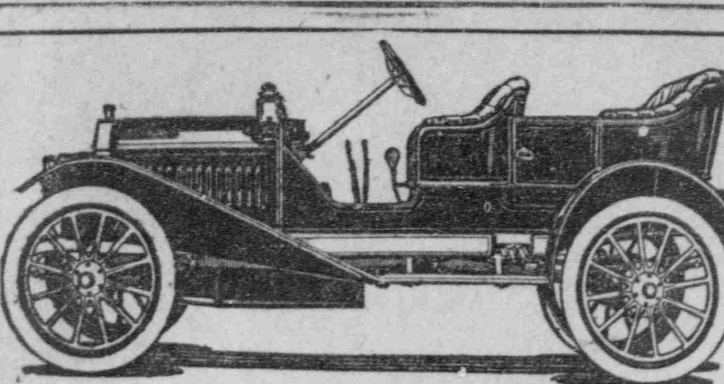
The car has now reached Texas on its way to Mexico City.

Mr. John Towner, of the State Department, left yesterday on an automobile tour to Gettysburg, by way of Frederick and Braddock Heights. He was accompanied by Mr. J. A. Boteler, the treasurer of the Capital Bicycle Club, Mr. N. Macdonald, Dr. Bart, Hills, and members of the club, left at the same time on their motor cycles for Gettysburg. The quartet will return to-morrow afternoon.

The Zell Motor Car Company report the delivery of a Hudson roadster to P. R. Pullman and a Chalmers roadster to O. H. Billingsley. Mr. E. A. Bennett has also recently purchased from the same company a Hudson touring car fully equipped.

Miss Blanche Younger, a pretty maiden of Burlington Junction, Mo., proved the Glidden heroine last Wednesday afternoon, when she rescued from probable death the four passengers that were rid-

Continued on Page 5, Column 2.



Warren-Detroit "30"

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